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city, R. H. Innes, S. L. Hain, lo; M. Miller, San Francisco; B. Chicago, J. S. MacNamara, San lek Parker, W.A. Bell, J. S. Moorgan, Texas; H. Hirsch, Beaumont; gahaler, Louissille, P. W. Smith, W. Evans, Galveston; J. W. Alli-Jack Simpson; St. Louis; A. M. Sid wife, Victoria; F. L. Chapman, W. Andrews, San Antonio; Gor-Nevason; E. J. Timney, St. J. W. Hiller, San L. J. Timney, St. J. H. Primtose, New York; Jos. Sabine Pass; F. W. Kellorg and Louis; L. V. Ashleigh and wife, y; C. C. Hamditon, St. Louis; F. Houston; Sudge E. D. Cavin, Frank Banner, Chicago; W. J. a Antonio; W. B. Jeronio, E. C. P. Humphrey; R. N. Woodwarth Miss Mary Woodworth, Chicago; Waverly, Texas.



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Smith, Dayton, Ohio: L. F. Faust,
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le: Dave Falion, M. K. and T. railW. Harrison, Paris, Texas: F. H.
Houston: Charlem Beer, New Orleans;
Ice, Franklin, J. C. Easthorn, HuntsF. Branch, Rockdale: F. T. Woodellas; S. J. T. Johnson, Texas; L. A.

42. city; D. R. Fox, city; W. N. Gilfor, H. E. Tuttle, New Haven, Conn.,
all, Shelton, Conn.; John H. Bond,
at R. A. Johnson, city, Mrs. M. P.
Palestine; Edward Frasisr, St. Louis;
Iry, Velasco; Mrs. O. D. Favlion, VeC. Badey, L. and M. N. railway;
Morfus, San Antonio: Harry AlexanGrage: Chester S. Urbon, Kanssa,
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NORTH AND EAST. vorite line, the Louisville and

le railroad, has increased its al-ery superior facilities for reaching is North and East. Se via New Orleans, already oper-

ugh sleepars in fastest time to Philadelphia, Baltimore, Warb-Misnia, Jacksonville, Fla., Gem-Nashville, Louisville and Cincin-inagurated a line of through e va Memphis has been mute-fored the run to Louisville new to in less than eleven hours, less Memphis daily at \$15 p. m. laville 7:35 a. m., Cincinnati 7:41

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Galveston Maritime Association's

Application Taken Up. DENISON MADE HIS STATEMENT.

Ship Broker Moller Pollowed the Commissioner with Statistics.

BEIN'S PERSONAL PRIVILEGE.

The Southern Pacific Is the Butt of the Island City's Complaint. Hearing Continued Today.

Austin, Texas, February 14 .- As per prerious notice, the railroad commission today, upon the application of the Galveston Maritime association, took up the matter of the equalization of freight rates from common point territory to the gulf ports, and incidentally of putting in an emergency rate of 54 cents per 100 pounds on cotton to Galveston to offset an alleged discrimination in favor of New Orleans by the Southern Pacific.

Mr. Denison, commissioner of the Galveston freight bureau, opened the discussion by reading the open correspondence exchanged between the commission and the Southern Pacific last summer while rates were on the "postage stamp" basis owing to the war between the New York-Galveston steamship lines, and contended that now, as then, the Southern Pacific is using a much lower rate than the one actually in effect between Calveston and New York as a basis for through rates. In so far as he could ascertain there had since January 10 been no rate lower than 1812 cents from Galveston New York on cotton, although the Southern Pacific insisted that the rate was 1114 cents. In proof of his assertion he submitted that some of the lines running into Galveston had been forced to shrink

Ship Broker Moller of Galveston submitted statistics, the point of which was that New Orleans gets more than its percentage of Texas cotton as against Galveston under the influence of alleged discriminatory rates, the existence of which he had figared out to his own satisfaction. The couthern Pacific, to his notion, bases its through rates on fictitious rates to New York to the detriment of Galveston, and has been hauling cotton from Houston to New Orleans at 6 cents per 100 pounds, and disregards the law by refusing to quote rates except on application, in order that the Galveston ship brokers may be kept in the dark as to what the road actually charges for hauling cotton for export. As to bauling cotton to Caleston, the toad only does so, according to his statement. on local bills of lading and on the specific order of the shipper. He admitted that the Galveston ship brokers quoted lower rates foal man. As to whether cofton has nowto shippers than to railroads, but excused
the practice on the ground that it was for
protection against the non-observance of
insurance differentials by the Southern Paciffe. In his opinion, so long as there exhits a differential between Houston and
Galveston so long will the Southern Paciffe be able to apply that differential to
divert husiners to New Orleans. The promulgation to Galveston of the 54-cent rate
in existence to Sobine Pass would, in his
confinent, relieve the former of the disadventages it inbors under as to New Orleans under existing conditions. He favored such an adjuctment of rates as would
proved the railroads from hauling any exo shippers than to railroads, but excused

Southern Pacific.

Mr. Bein, rising to a question of personal privilege, depted that there was the least element of truth in Mr. Moller's statement. He had not acted in bad faith, but for good and sufficient reasons had notified the brokers of his withdrawal from such agreements as he had with them. ments as he had with them. When did you give this notice?" queried

"On November 14 last," retorted Mr.

You agreed to keep it until January 1, 1898," said Mr. Moller.
"I did nothing of the kind," promptly

Houston to Liverpool, but it was on local and not railroad cotton. Lower rates were quoted by steamships on Houston and Gal-"I did nothing of the kind," promptly replied Mr. Bein.

Then followed more talk from Mr. Moller, in which he professed great respect for Mr. Bein, but objected to what he called that gentleman's Dr. Jekyl and Mr. Hyde methods, and undertook to show that there was no more honorable class of people living than the Galveston ship brokers.

This aroused Judge Perkins of the Cotton Belt and moved him to remark that the veston than on interior cotton, because it was better compressed at those potate than in the interior, and the ships prefer to bandle it. He denied that any foreign cot-

This aroused Judge Ferkins of the Cotton
Bell and moved him to remark that the
Galveston ship broker is truly a remarkable individual. "The first Galveston
ship broker we have a record of," said he,
"was named Lafitte. He secured freight
at the point of his sword and pistol. His
successors have found a new way of shok at the point of his sword and pistol. His successors have found a new way of chosing the cat, but they get the freight all the same yet." Continuing, he reviewed the export rate situation and called attention to the demoralization brought about by the rate war prevailing beween the Coleston New York steamship lines.

the copper rule ministror and called nices.

The commission brought about the first contracts the control of all representations to the control of all representations to the control of all representations the commission and proposes was also to receive the commission. The commission the protection of the representation of the commission. The commission the representation of the representation

mid that it was because Galveston is too weak to speal to the courts of the courtry that it had appealed to the powerful railroad commission for relief in the premises. He did not claim that all Texas cotton belonged to Galveston, but did maintain that where cotton shipments originating in Texas found in Galveston their nearest outlet such shipments shiuld not be diverted from that port. In conclusion he asked that the defendants make oral pleading or demur, in order that some issue be made before the commission.

Judge Perkins declined to enter a demurrer, but denied the allegations of plaintiffs singular and in toto for the allegations have a grieveance it is against the Southern Pacific.

Mr. Lovett for the Southern Pacific also

Mr. Lovett for the Southern Pacific also Mr. Lovett for the Southern Pacific also denied plaintiffs' allegations, and with reference to quotation of rates alleged that the Southern Pacific has not neglected to publish its New York and domestic rates. So far as the published steamship rates from Galveston to New York are concerned, he was prepared to produce evidence to show that no attention was paid to them, and that it was practically imposible to find out what the neturn rate was.

Judge Resgan said that while the com-

Judge Reagan said that while the com-mission did not care to suggest the line of evidence to be offered, it would like to of evidence to be effered, it would like to hear the testimony with regard to the cost of moving cotton from common points to New Orleans via Houston, and as to whether cotton had been moved out of Galveston at less than the published rate. Commissioner Mayfield suggested that evidence with regard to divisions of the true rate would prove acceptable.

Judge Stedman of the International and Great Northern declared that unjustify ware

Great Northern declared that plaintiffs were not stating their case in an open, manly way. The Galveston ship brokers and the Chamber of Commerce were neither producers nor consumers of cotton, hence were ot concerned in a reduction of rates. Al they were after was the abelition of the Houston-Galveston differential, yet they were attempting to conceal their purpose and bootwink the commission. Had the case been fairly stated Houston would have been fully represented at this meeting, as it was directly interested and entitled to a the aring. Galveston wanted a monopoly of the cotton business of Texas, which never would, could, or should, happen, as it was to the shippers' interest to have a multiplicity of outlets. He could not subscribe to the theory that an emergency exists. There would be an elernal disturbance in rates as long as ships salled the ocean. They were not controlled by law. Their representatives can meet at any time and make agreements, irrespective of the law and in

continuous to a monopoly of the Texas continuous to business. The Texas ports, of which Galveston is the principal one, should do the Texas cotton business was that he meant to say. Cotton should go out through the nearest shipping points was his contention. At the conclusion of his remarks Mr. Moller was put on the stand and sworn, and taking up the questions samested by the commission upon which it would like to have testimony, stated that he was unable to give any information with he was unable to give any information with regard to the divisons in effect on inter-state business, and asked that the general freight agents of the different inner be required to produce their division sheets. Process was issued in compliance with this request. As to the cost of moving cutton from common points to New Orleans via Housten, he could not say, not being a rati-road man. As to whether cotton bus new-ed out of Galveston at less than published He could not say what others tright have done in this respect. Galveston is a cheaper port than New Orleans, hence ship owners take no account of its greater distance from Liverpool in making rates as compared with New Orleans. They might have on certain occasions quoted a \$1.04 rate from Heyston in Liverpool by the state of the conditions and to prepare regulations maintaining a parity between that port and Galveston and to report at the annual meeting next June.

LONE STAR RESOLUTIONS.

Heynn Merchants Will Patronize Ripley's Line.

own knowledge that the International and Great Northern hal, in connection with the Morgan line, rebated on abipments from New York to San Antonio. Could not actually swear to the railroad's abare in the rebute, but had it from what he considered reliable information. He did not believe in the abolition of the Houston-Galveston differential. He differed from his colleagues on that point and thought the abolition of the differential would injure Galveston. He advocated the id cent emergency rate to Galveston simply as a means to the end that the Southern Pacific might be forced to raise its rate out via New Gricans.

In reply to Mr. Lovett, Mr. Ripley said no considerable portion of the cotton his line had carried East had ultimately found its way to Liverpool. He did not know that the Mallory is still carrying a 11 1-2 cents rate on cotton from Galveston to New York.

In reply to Mr. Moller, he said he want-

New York.

In reply to Mr. Moller, he said he wanted the Galveston rate made the same as the Sabine Pass rate. Under present conditions he would prefer that the Galvertop rate be lowered to the Sabine rate rather than the Sabine rate be raised to the Galvertop rate. veston rate,
Adjourned until 10 o'clock tomorrow

BAY SHORE MATTERS.

All Evidence to Be Adduced Orally.
Another Suit.
Galveston, Texas, February 14.—Judge Bryant, sitting in chambers at Jefferson. has made an order that all evidence upon bills and cross bills in the La Porte case may be adduced orally in open court, and that all questions as to priority of claims

IRON COMPANY SUES.

Galveston, Texas, February 14.-The Bethlehem Iron company of Pennsylvania sought the Federal court today with an intervention in the La Porte case now pending before Judge Bryant. The petition shows that during April, 1895, they sentatives can meet at any time and make agreements, irespective of the law and in defiance of commissions, yet said representatives were here insisting that the raftways be called to time for attempting to protect themselves against them, while they are as free as air to disturb rates whenever they see fit. whenever they see fit.

Mr. Moller denied claiming that Galveston is entitled to a monopoly of the Texas torits, of which cotton business. The Texas ports, of which is the state of the original purchase, they claim, is still due, amounting to \$28,859 with interest. The three notes were indorsed by Cotton business. The Texas ports, of which is start T.W. Ford Walter Gresham F. Stuart, T. W. Ford, Walter Greshan and Isaac Heffron. Judge Bryant consid-ered the petition and set it for hearing be-

fore him at Galveston, February 21. TEXAS CAR SERVICE MEETING.

The third quarterly meeting of the Texas Car Service association was held at the There were present the representatives of the Southern Pacific ratiway and its allied lines, the Houston and Texas Central and allied lines, the Missouri, Kansas and Texas, the International and Great Northern, the Galveston, Houston and Hender-

for any matter requiring legislation, manager submitted his report. alvored such an adjustment of rates as would prevent the railroads from hauling any export cotton out of the State except when Galveston had more cotton than it could take care of. As to the refusal of the Galveston ship brokers to quote rates to the Southern Pacific, he said it had been brought about by the violation of agreements by Traffic Manager Bein of the Southern Pacific.

Mr. Bein, rising to a question of personal privilege, denied that there was the least element of truth the Mr. Moller's statement. He had not acted in bad faith, but for good the said and not acted in bad faith, but for good the said and not acted in bad faith, but for good the said and not acted in bad faith, but for good the said and not acted in bad faith, but for good the said and the principal one being the general matters of the Galveston lines, to had not acted in bad faith, but for good the faith, but for good the faith that the manager of the said and the principal one being the representatives of the Galveston lines, to the manager submitted his report, aboving manager submitted his report, aboving manager submitted his report, aboving that the eight months of the principal that the eight months of the principal that the eight months of the present fixed manager submitted his report, aboving that the eight months of the principal that the eight months of the principal that the eight months of the principal that the cause the principal that the principal one being the principal one being the principal one the principal one being the principal one the principal one that the principal one being the principal one that the principal one being the principal one that the principal one the principal one the principal one that the principal one that the principal one that the above that the principal one that the principal one that the principal one that th handled interior cotton on the spot Galves-ton rate, which, no more than the Houston tion, to visit New Orleans to examine into rate, was not controlled by the railroads, the conditions and to prepare regulations

Merchants Will Patronize Ripley's Line. Bryan, Texas, February 14 .- At a meeting of the representative business men and citizens held today the following resoluto tions were adopted relative to the hoycott

handle it. He denied that any foreign colton had moved on the 11 1-2-cent rate made to New York by the Mallory line, or that said rate was made to be applied to Liverpool cotton. He favored the lowering of the rate to Galveston to 34 cents, because the lower the rate the more cotton would move by the short line. He favored lowering the rate to such an extent that New Orleans and Atlantie port lines can not meet it.

Replying to Mr. Lovett, Mr. Moller did not dray that last November he had quoted a 44 cent rate to Houston men, giving them twenty days in which to fill contracts. He denied that the insurance rate was the same for the same class of vessels out of Galveston as out of New Orleans. The New Orleans people have more influence with the underwriters than have the Galveston people, and a larger percentage of veston people, and a larger percentage of the same class of the same class of vessels out of Galveston people, and a larger percentage of veston people, and a larger percentage of the same class of vessels out of same for the same class of vessels out of Galveston people, and a larger percentage of veston people and a larger percentage of the same class of vessels out of same class of vessels out of same class of vessels out of Galveston people and a larger percentage of veston people and a larger percentage of the same class of vessels out of same We, the citizens and business men.

Bryan, Texas, are acquainted with the fact that a combination has been entered into between the various railroads in Texas and certain steamship lines entering the ports of this State to boycott and drive ports of this State to boycott and drive roads today for \$27, which is little more out the Lone Star line, the action of which that helf the tariff rate. Much talk of the line of the li

and loss of time.

There is much talk here of appealing to the railroad commission to compel the Tap to improve its roadbed, which is in a most wretched condition. This would be done in retaliation for the present mixed

THE STATE MAY GET IN

AGENT RIPLEY CALLED ON THE ATTORNEY GENERAL.

Believed That a Test Sult May Be Filed to See If Railroads Are Not in Contempt.

Austin, Texas, February 14 .- Dan Ripley agen of the Lone Star line, called on the attorney general today to uscertain whether there is, in the opinion of the department, any recourse in the State courts for shall be reserved for further hearing and his company in the matter of the alleged adjudication as the court may deem proper, boycot declared against it by the lines connected with Southwestern Traffic bureau. It was understood that he was given assurances that the State will stand by him, and that a test of whether the lines interested in the bureau mentioned may be called upon to show that they are not in contempt of the supreme court, which once upon a time dissolved the

Texas Truffic association. With regard to the Kunsas City, Pitts burg and Gulf, it is learned that it will appeal to the Federal courts in the differen States in which it operates for an injune tion similar to the one optained by the Lone Star line against the Southwestern lines a few days ago.

Altogether the situation promises become interesting in a few days.

SOUTHERN PACIFIC MATTERS.

The Double Tracking in Louisiana Has Been Completed. The Southern Pacific construction gauge working on the double tracking in Louislans completed their work last week. The second pair of ralls was laid for twentyfive miles from a point ninety-five miles west of New Orleans to Olivier, La. The

extra track will greatly relieve the congested condition of traffic that arises every cane and sugar season,

The company is preparing to alter the line of the road near Taber, Texas, 28) miles east of El Paso, shortening the route, eliminating 550 feet of bridging and reducing the degree of curvature. During the next week the improvements for Sabine Pass will be started. The com-pany intends to add about one and a half miles of siding, build a modern frame depot and place a turntable there, which will facilitate the constantly increasing

the El Pasa division construction gangs are replacing the fifty-pound with seventy-five-pound rails. Ballasting gangs are working on the Morgan, Louisiana and are working on the Morgan, Louisiana and El Paso divisions. The twenty-three stall brick round

house for El Paso and the new passenger depot for Port Lavaca will begin at an

COL. FORDYCE IN TEXAS.

He is investigating His investments Waco, Texas, February 14.—Colonel S. W. Fordyce, president of the Cotton Bilt railway, accompanied by Henry C. Scott of Mrs. Tem Richardson St. Louis, president of the Citizens' Railway company of Waco, and Judge Medill of St. Louis arrived this morning in President Fordyce's special car. The party is here on important business, and at il here on important business, and at 11 o'clock were closeted with Hon. George Clark, W. R. Dunnica and other Waco parties. Mr. Scott is also a large stock-folder in the Waco Gas company, and his visit is probably to transact business for that corporation. Colonel Fordyce is also nterested in street railway and gas stock here. He will probably make a tour call his railroad lines while in the State.

PASSENGER WAR CONTINUES.

Tickets Sold at Any Rate in North Texus.

Dalles, Texas, February 14.—The passen ger rate war the Missouri, Kansus and Texas, the Gulf, Colorado and Santa Fe and the Texas and Pacific have for months been waging on tickets sold from Dallas to and through St. Louis is fiercer than ever having the interstate commerce commando take a hand in the trouble is being indulged in. It is now thought that nothing short of an intervention by the commissio will bring peace.

Corn and Cotton Plantes, Plows, Cultivators, etc., are ahead of all

competition. Write for prices Theo. Bering

610-612 Main St., Opp. Masonic Temple-YELLOW FRONT.

ternational and Great Northern.

B. L. Vineyard yesterday shipped over the Santa Fe to a Galvesion firm eighty-six buils for transportation to Cuba. The average weight of the stock was 1291 pounds per head.

Lou Smith, the Santa Fe fireman who was injured in the wreck near Yegua bridge some days ago, died yesterday morning in the Temple hospital. Engineer Mc-Cormack is improving, with slight chances for recovery.

A. E. Roome, superintendent of telegraph of the Atlantic system, and H. M. Mayo, chief of the literary department of the Southern Pacific, were among the arrivals from the East has night who went to the Lawlor.

J. S. O'Flynn, assistant auditor of the

J. S. O'Flynn, assistant auditor of the international and Great Northern, T. H. Kingsley, traveling auditor of the Locisville and Nashville, E. K. Bixhy, traveling passenger agent of the Vandalia; C. E. Resseguie, general superintendent of the Santa Fe; J. W. Maxwell, general superintendent of the Katy; Captain James Beaumont, general live stock agent of the Southern Pacific, were among the visiting Southern Pacific, were among the visiting railroad men yesterday.

CITY DREVITIES.

James McMuhan and family, a wife and five children, are at \$14 Beaumont street, in des-titute circumstances. titute circumstances.

The Ladies' Relief society has sent The Post 55 for Mrs. Bryant, whose destitute condition was mentioned in yesterday's Post.

The Ladies' Treble club are preparing to give a concert on Tuesday week, at which some new talent will be introduced. There are undelivered messages at the Westerr Union Telegraph company for John Duisbermer, John J. Brown and J. Drennen The police department has a bolt of Lene-dale sheeting found in the possession of two negroes yesterday morning. The property awaits identification.

The ladles of St. Patrick's parish will give a supper for the hencrit of the church on Tuesday, Pebruary 22, in the Colby building, next door to George C. Davis' store, Fifth

William Wood and Mack McCullough, groes are in the city jail, charged with at-tempted burglary. It is alleged that they en-deavored to burglarize the house at 1918 Washington sireet.

Mr. Stewart Lithsou, manager for Mar-garet Mother, is in the city and he, in com-pany with Manager Bergman, will make a canvass of the city today, to see what enour-agement the theater-goers of Houston will offer for the appearance in Houston of this particularly bright star.

A negro burglar while attempting to rob a residence at the corner of Travis and Mc-Rinney avenue, last night about 7 o'clock, was discovered by some passersby, who called for him to stop and fired several abots at him. The negro didn't tarry in that neighborhood. The police have his description.

PERSONAL MENTION. .

Captain A. Faulkner is in the city. W. T. Carter of Cameron in registered as W. E. James and wife are in the city from

Mason Williams was in the city yesterday from San Antonio. ir. V. S. MacNider has returned to Hous-ton after a week a trip to Florida.

Mr. W. H. Coyle is back from San Antonic Mardi Gras. Mrs. A. O. Blackwell of La Porte returned

Mr. M. Hirsch, a cock-ribbed democrat of that they will soon be able to resume bud. paid The Post a pleasant call.

Miss Birdle Smith, society editress of the Terre Haute, Ind., Express, is the guest of relatives in Houston for a few weeks. J. L. Miller, a member of the committee on work of the Masonic Grand Ladge, passed through from Huntsville to Navassia his night. He will remain in Navasota for acv-eral days.

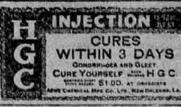
Mr. John Mason, a brother of Mr. W. S. Mason, is in the city and expects to remain here a few mouths. Mr. Mason was fer a long time with the Frohmen company at the Emitre theater in New York; and not the reputation of John a talented eloquitonist. The people of Houston will have the pleasure of hearing Mr. Mason at the Ladies Treble club concert, soon to be given.

Zither Concert. The third zither concert by Professor Eberhard and his pupils at Turner hali lest night was well attended and a most

enjoyable affair. The different number were all well executed and heartily as

put into effect the law under which he is cheaper or more sure to bring results.





permitted to step any man whom he may find upon the street after midnight and

find upon the street after midnight and place him under arrest if he can not give a satisfactory account of himself. Will Arrive This Morning.

The remains of Mr. George Sampson, mention of whose death at Mineral Wells appeared in this morning's Post, will asrive by the Gulf, Colorano and Santa Fe train at 10 40 this mornius, and the funeral will take place from the depot

Orange Locals.

Orange, Texas, Pobruary 14.—The steamer R. E. Lee, Captain Joe Jordan, came in today from a trip up the Sabine river 250 miles. She brought out a half load of colcould not bring them on account of low water, taptain Jordan reports the river at a low stage again, and save that log men lost a large amount of timber on the last rise, the logs being left high and dry in the woods along the banks when the waters recorded. waters receded.

waters receded.

A shipment of two cars of material for the water works system arrived here to-day, and work will begin in a few days.

A carlead of pressed brick arrived here today from St. Lauis, to be used in the construction of the Sokalski business black.

Buckholts, Texas, Pebruary 11. Messrs. Kerr & Gardner, dealers in general merchandise at this place, have executed a deed of trust, naming Mr. Robert Culbert. son of Rogers as trustee. Liabilities about \$1700, with assots \$4000. Much regret is

Bond Was Purfelled.

Sherman, Texas, February 14 .- Another sensation was created today by the nonappearance of Street Superintendent Morehead for his examining trial set for 10 c'clock this morning before Justice Mo-Crary, but deferred until 2 o'clock this afternoon, after which the court declared his bond forfeited, and ordered an alias ca-

plas issued for his arrest. Demand for More Battleships

The secretary of the navy has demanded The secretary of the navy has demanded more battleships, and there can be no doubt that congress will consider his recommendations. Protection is what our sea, ports require, and fortifications will not adequately supply this Defense against all disorders of a malarial type is, however, adequately afforded by Hostetter's Stamach Bitters, an efficient remody, also for constipation, biliousness, dyspepsia, rheumatism and nervousness.

The unusual number of assaults and mid- Only one cent a word for Post "Want night assassinations that have occurred in Ads." and still less if they run four times Houston recently has caused Chief Heim to or over. Have you tried them? Nothing



Every Woman Can Be Cured.

The warming, gentle electric current which Dr. Sanden's Electric Belt infuses into the tired nerves of women produces health. It sends its vitalizing spray over the body in waves

of refreshing energy. It is a true nerve tonic and gives instant relief. "Your Belt has done me a great deal of good, my bowels are now moving regularly, vital organs are stronger and I feel much better than

I have for the past 12 years." MRS. ELLA BAKER, Camp Eagle Pass, Texas, Dec. 9, '97.

"Maiden, Wife and Mother."

This is Dr. Sanden's latest work on female weakne and like troubles. It can be had free upon application Call and see this Belt today, Free.

Sanden Electric Co., 295 Main